

PIREPS

PIREPS

December – January
2019 – 2020

Volume 70, Issue 7

Published bi-monthly by

**Nebraska Dept. of Transportation
Aeronautics Division**

PO Box 82088

Lincoln NE 68501

402-471-2371

dot.nebraska.gov/aeronautics

Governor Pete Ricketts

NDOT Director

Kyle Schneweis

Aeronautics Commission

Tom Trumble, Chair

Michael Cook

Dick Trail

Diana Smith

Terri Wachter

Administration

Director Ann Richart

Deputy Director.....Andre Aman

NDOT.pireps@nebraska.gov

Circulation: 3320

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



This 1937 Waco YKS-7 belonging to Todd Harders won Grand Champion at the 2019 Nebraska Antique Aircraft Association (NEAAA) chapter fly-in at Seward.

Fly-In Draws Antique Aircraft Aficionados

As everyone who has planned or attended a fly-in knows, putting a date on the calendar is basically like making a wish. Sometimes you get blue skies and a nice light wind right down the runway, and sometimes you find yourself squinting at a weather map, adding alternate landing sites to your plan. That was more the case for this year's Nebraska Antique Aircraft Association (NEAAA) chapter fly-in at Seward back in August. But that didn't prevent the best part of a fly-in.

An event like that has its own on-the-ground pattern work that makes it particularly worthwhile. It works like this: Somewhere on the ramp, or in the grass, or just inside an open hangar door, you find a circle of people in folding chairs, chatting away. Someone passes around their phone, showing off the plane they wish they hadn't sold, or that they parked next to on their way to get that \$100 hamburger. Someone else is usually sketching out that improbable crosswind landing that they pulled years ago.

Inevitably, you hear a distant engine. This kicks off the second leg of that on-the-ground pattern. A few start moseying toward the runway, wondering what is coming in and hoping to catch a perfect approach shot, or trying to be the first to successfully identify the plane. NEAAA events offer a particularly interesting range of planes, and I love the debate along the flight line — "What is that?" "Not another Cub. Interstate?" "Nah. Porterfield?" "Nah. Too big." "Stinson?" This always turns into a bet that will only be resolved when that distant speck drifts down, rumbles across the turf and makes its way onto the taxiway.

The moment someone says, "That engine sounds round," the crowd gets bigger. No matter how many times you watch a Stearman or Waco come roaring over the field, it's always exciting. And there's nothing like the sound of a big old biplane idling back on final, wind whistling through the wires.

Then comes the next leg of my ground pattern—wandering past all the earlier arrivals. I meander along the lines of parked planes, ducking under wings to peek in cockpits, looking for anything I might have missed. Then I make that

Trade-A-Plane Prints Final Issue

By David Morris

The December edition of Trade-A-Plane will be the final print issue to be published as the 82-year-old aviation classified publication transitions to an entirely digital format in January. The company has been more focused on digital advertising in recent years because it is more economically viable and offers buyers and sellers a more immediate

final approach leg, back to the circle of chairs. Someone always points out an open spot, introduces me to a friend who joined the group while I was out, and pretty soon we're swapping stories again.

The weather this year meant that some people had to drive in, and the flight line was a little less full. I still found myself doing my pattern work, wandering past a line of beautiful old planes. A bright yellow Stearman and a freshly-painted Cabin Waco were there as the round engine contingent, alongside everything from a tidy little Aeronca Chief to a leggy old Fairchild. And while they can't all be perfect showpieces, they are all honest-to-goodness flying antiques. It's a pleasure to see them gathered together and work that pattern off and on for two days, always coming back to chat with other people who love old planes.

The NEAAA fly-in is always well planned to build this sort of community. The folks at Whisler Aviation make a big hangar available, and there are multiple meals. Chapter secretary Pat Schmitz grills amazing hamburgers for Saturday lunch, and the weekend always wraps up with a banquet dinner on Saturday night. This year, chapter president Todd Harders outdid himself with the steaks, and people found plenty of time to catch up with old friends.

I can't recommend the event enough. My first year, I didn't have an hour in my logbook; I just saw a flyer for the event. I love to watch pilots making their first visit to the event, surprised to find so many helping hands to push a plane, tie down, or just welcome a newcomer over for a cup of coffee. I think that is a testament to how the club understands the motto of the Antique Airplane Association: "Keep the Antiques Flying." What I see in the NEAAA is the recognition that fulfilling that mission is easiest when you get to be part of a community of like-minded people who celebrate their passion for old planes together. ■

Into the Sunset...

By Lee Svoboda

This will be my last article. I am no longer a Designated Pilot Examiner (DPE).

As I walk off into the sunset, I am proud to have had the privilege to serve the Nebraska and western Iowa aviation communities for over 26 years, performing over 2,500 practical tests. You instructors out there have, in most cases, performed your training in an excellent manner and your students demonstrated that fine training during their practical tests. I also feel good when I see on social media that a pilot I trained and/or tested upgraded to airline captain. I guess that should be expected when a person has been an instructor for 50 years and a past DPE for 26 years.

As for my future, sleeping in is not all bad. I may do some advanced instructing. If you see N62LP around, come over and we can discuss aviation, enjoy a diet coke and possibly talk about long-range prairie dog shooting. *Fly Safe!* ■



Best Practices

Standard Operating Procedures (SOPs) are developed by flight departments to be used by all pilots in the department because they are "best practices." On the other hand, the "techniques" used by some are just an excuse where one pilot thinks he/she can do anything they want. In other words, that pilot is very undisciplined and very unpredictable.

Most of the time these "techniques" have no additional safety features, are usually less safe and ego-based. If not curtailed, pretty soon the tail is wagging the dog, because if one pilot can make up his or her own techniques, then others can and will ignore flight department procedures developed by more experienced pilots. The result is safety goes out the window.

Does this mean the Pilot in Command (PIC) can change some procedures, based on existing conditions and his/her years of experience? Absolutely! For example, I was in a meeting and a question was posed on how pilots can help reduce costs. One of the items I brought up was a more aggressive use of thrust reverse on landings, and less use of brakes at higher speeds (based on the length of the runway). This procedure will extend the life of the brakes and tires.

A question came up if this is a procedure or a technique? I answered it was a procedure that would be normally used, but if a hard crosswind existed that in the opinion of the PIC the use of thrust reverse could blanket out the tail causing directional control issues, he/she had the right to make a procedural change. However, the procedural change must be clearly defined in the before landing briefing.

I flew with two pilots who were exactly opposite on this issue. "Pilot Number 1" arrogantly thought he was so good of a pilot, he could make up any new technique anytime he wanted. This guy was extremely tough to fly with because he would make up a new technique with little or no discussion. To support his actions he bought the chief pilot beer and pizza all the time, so he was the golden boy and way above critique.

"Pilot Number 2" did exactly the same procedures every day and on every flight. His communication was excellent when conditions dictated changes. Who do you think was the better team player? Hint: Neither myself nor "Pilot Number 2" were invited to share in the pizza and beer.

New techniques should always be reviewed from time to time and fully discussed in an open staff meeting. However, if you can't support your technique, then maybe it's time to better understand why best practices, combined with teamwork and communication are a central pillar of safety. ■

Pilot Shortage Fuels Flight School Enrollment

A good economy, record levels of air travel and baby-boomer retirement are fueling record enrollment at aviation and aerospace schools around the nation.

The surge comes largely as a response to warnings from the air travel industry of looming global shortages for pilots and those in related jobs. After the Sept. 11, 2001, terror attacks, pilots faced almost impossible odds of being hired at a major airline. Now some of them are being offered guaranteed jobs before they graduate.

Boeing's official pilot outlook for 2019 predicts that 804,000 new civil pilots will be needed to fly its global fleet over the next 20 years, stemming from a mix of growth and retirements and other attrition. Boeing said the Asia Pacific region will lead worldwide growth in that pilot demand.

United Airlines announced earlier this month that it expects half of its 12,500 pilots to retire in the next decade, and that it will hire 10,000 pilots during that period. United is one of several airlines offering so-called pathway programs, providing perks to some students who commit to working for them upon graduation.

Delta Airlines office confirmed that it expects to hire more than 8,000 new pilots over the next decade, as many of its 13,000 pilots retire at the federally mandated age of 65.

According to the U.S. Bureau of Labor Statistics, airline and commercial pilot demand is projected to grow 6 percent over 10 years. "Most job opportunities will arise from the need to replace pilots who leave the occupation," the bureau said in its report on the industry.

International demand for pilots also is showing up at Embry-Riddle, where 13.2 percent of the student body is international at the Daytona Beach campus and 6.5 percent is international at the school's Prescott, Ariz., campus.

"We are definitely feeling the crunch," said Brian Strzempkowski, assistant director at Ohio State University's Center for Aviation Studies. "Our flight school is completely full and we have a wait list." ■

Correction: Rebecca Lutte and Scott Vasek were co-authors of "Destination 225° Southwest Airlines Program Takes Off," the cover article in the October-November issue of PIREPS. Another name was

Mexico Welcomes Pilots Flying Under BasicMed

By Dan Namowitz (*Aviation Brief magazine*)

Pilots flying under BasicMed will be able to travel to Mexico in their aircraft starting December 10 under a policy letter signed by Mexico's Directorate General of Civil Aeronautics on October 11.

In recognizing BasicMed, Mexico joins the Bahamas as a BasicMed-friendly destination. The Bahamas recognized BasicMed soon after the new form of aviation medical certification took effect in May 2017.

Today, more than 51,000 U.S. pilots are safely flying under the BasicMed program, which requires pilots who have previously passed a third-class medical exam to take an online medical education course and then go to a state-licensed physician for the required BasicMed physical exam.

"I would like to thank Director General Rodrigo Vásquez-Colmenares Guzmán of Mexico's Dirección General de Aeronáutica Civil for his work and leadership that made this possible. It is clear that Mexico and the Bahamas recognize that thousands of pilots are safely flying under this program, and we hope Canada will soon follow," said Aircraft Owners and Pilots Association (AOPA) President Mark Baker.

Mexico's welcome for BasicMed pilots comes as good news for general aviation on both sides of the border because Mexico is the most popular international destination for U.S. pilots, accounting for more than 30 percent of international GA flights, said Craig Spence, secretary general of the International Council of Aircraft Owner and Pilot Associations.

BasicMed allows eligible pilots to fly aircraft authorized to carry up to six occupants and with a maximum certificated takeoff weight of no more than 6,000 pounds. Pilots can fly up to 250 knots indicated airspeed and up to 18,000 feet msl. A pilot in command operating under BasicMed must have a comprehensive medical examination using an FAA-approved medical examination checklist given by a state-licensed physician every 48 months (calculated to the exact day). Pilots must also complete an online medical education course every 24 calendar months (calculated to the last day of the month) and maintain records of their compliance with the requirements.

AOPA credits the FAA's professionalism and support throughout implementation of BasicMed for bringing about real savings in time and expense for GA pilots. ■

Looking for an Excuse to Fly? I have Plenty... By Yasmina Platt

You may have read the “Nebraska Nice” article about an air tour I created around the “Cornhusker State” in the last PIREPS newsletter. I would like to introduce you to a blog I have with more air trails like that one, as well as other destinations to explore with an aircraft.

The blog page, www.airtrails.weebly.com, is dedicated to fun flying destinations and air trails for all types of General Aviation (GA) pilots and aircraft. The site has both domestic and international destinations. If you hover your mouse over “U.S. Destinations” or “International Destinations,” you will find information on individual states/areas or countries respectively.

From Nebraska, it’s easy to fly to destinations in Kansas or Missouri. One of special interest may be the “Flying Oz” air trail around the Ozarks, covering parts of Arkansas, Missouri and Oklahoma. Rugged beauty, stunning vistas, secluded cabins

and B&Bs, unique lodging options, cute towns, camping, sparkling rivers to canoe or kayak, lakes for different water activities, waterfalls, fish-filled lakes and rivers, hiking and biking trails, off-roading trails, horseback riding trails, zip-lining, fly boarding, golfing, museums, awe-inspiring caverns, shopping, interesting history... the Ozarks offer enjoyable and fun year-round adventures and activities available to pilots with average to above-average skills.

Additionally, there is also an interesting blog for those looking for more excuses to fly. It is titled “What to do with your pilot certificate” under the “Other” tab. It lists a number of things one can do with a pilot certificate. Some are obvious; others are not as much.

As I travel and visit different places around the world, I am always looking for recommendations; so, if you have them, please contact me via the website. I would love to hear them. *Fly safe and fly often!* ■

CBD and Flying

Reprint from International Aviation News

You can’t look online or talk to friends or coworkers without being besieged with “information” and anecdotal testimonials on CBDs.

Cannabidiol (CBD) is a naturally occurring compound found in the flowers of the cannabis plant (marijuana). Purported uses include everything from arthritis relief, stress reduction, and as a sleep aid, among others.

These products are often found in the form of CBD oil. CBD derived from hemp oil is supposed to contain less than 0.3 percent THC, but there is no true oversight of the actual production of CBD oil. So you really don’t know how much THC there will be in any CBD product.

FAA representatives have stated more than once that they cannot specifically prohibit pilots from using CBD products. But remember that the active ingredient in marijuana is THC. The FAA is quite clearly not endorsing the consumption of THC—marijuana and its active component, THC, are still a federally illegal drug.

Until CBD products are more strictly regulated, pilots need to first, and foremost, protect their careers. You do not want to risk both your pilot and medical certificates by taking a product that is unregulated and could contain enough THC to cause a positive DOT test. ■

Hartzell Rolls Out King Air Propeller

Reprint from Aviation International News

Hartzell’s new, five-blade structural composite propeller is expected to improve performance for Beechcraft King Air 200 series turboprop twins. According to Hartzell, the swept propeller will be available from Raisbeck Engineering through its Supplemental Type Certificate (STC) for King Air 200, B200, and B200GT. “This latest performance improvement for the King Air 200 series extends the longstanding and excellent relationship between Raisbeck and Hartzell,” said Hartzell Executive Vice President and General Manager J.J. Frigge.

Constructed of structural carbon fiber composite with nickel cobalt leading edges to safeguard from foreign object damage, the propeller optimizes airfoil efficiency, allowing for a larger 96-inch diameter prop with less blade tip noise. It weighs 48 pounds less than OEM-installed propellers and boosts runway acceleration and engine-out climb scenarios with flaps up. Unlimited blade life is expected to lower maintenance and overhaul costs. ■

Flight Plan for Santa

Lincoln, NE
December 24, 2019



Ann Richart

I just received a call from North Pole Dispatch. Santa's Sleigh is preparing for take-off from Perth, Western Australia, on a northwesterly heading. In anticipation of tonight's scheduled arrival in the Great Plains, Dispatch is requesting verification of field conditions and special services

availability at Nebraska's airports.

Dispatch has filed a flight plan indicating Brenner Field in Falls City will be the first Nebraska stop of the evening. Airports are requested to publish current runway conditions beginning at 10:00 p.m., and are advised that North Pole prefers wet and clear pavement with hoof-breaking action in the "excellent" range. We have issued a waiver of weight-bearing restrictions for all paved runways to accommodate the heavily-laden sleigh. Though the reindeer enjoy practicing individual touch-and-goes on turf strips, formation reindeer landings are not recommended on turf surfaces.

Take-offs from Broken Bow Municipal Airport (BBW), with newly rehabilitated runway, and airports to the west, after Santa's quick turns, should be easy since the sleigh will be considerably lighter. Wunorse Openslae, Chief Sleigh Dispatcher, remarked that the access road

improvements at Ord and Tecumseh should speed up the package delivery time and ease the overall schedule a bit. Openslae went on to comment that the new Runway End Identifier Lights (REILs) at Kimball Municipal Airport (IBM) should give Rudolph a well-deserved break on this leg of the long flight.

The North American Aerospace Defense Command (NORAD) has set up their annual Sleigh Tracking System and Air Traffic Control is prepared to clear Santa for immediate landings upon arrival.

All fixed-base operators (FBOs) are advised to stock up on hay and carrots to refuel the reindeer and are encouraged to provide cookies and milk, per special North Pole specifications, in the pilot's lounge.

The Transportation Security Administration (TSA) has developed a streamlined package-screening system that will expedite the clearance process for elfin toys.

I've spoken to several airport managers and everything appears to be in order to make this special operation go smoothly. Even so, North Pole Dispatch is concerned about Santa's extremely tight schedule. They have asked our assistance in encouraging children to go to bed early so as not to create any undue delays.

Please let me know if you have any questions about this flight and have a wonderful Holiday ■

Are Your Maintenance Manuals Current?

By Lee Svoboda

Words have their dictionary meanings, but many words take on new meanings in different contexts. A good example is the FAA's interpretation of the word "current" with respect to maintenance.

As mechanics, we are required to have "current" maintenance manuals and inspection programs to perform work on a client's aircraft. It's reasonable to think this means we need to possess and perform our tasks with reference to the relevant documents as subsequently revised. But, according to several FAA legal interpretations, that isn't true!

With respect to maintenance, the FAA defines "current" to mean: "at the time the aircraft was manufactured, or in the case of inspections, when the inspection program was adopted by the owner or operator." There have been several legal interpretations by the FAA that address or reference this definition of "current," but one in particular

is important.

In a May 2015 legal interpretation regarding an Airworthiness Limitations Section (ALS) being added to the Cessna 210 Maintenance Manual, the FAA states: Once an aircraft is produced under a type certificate, the type design of that particular aircraft is fixed in time, absent an FAA requirement to make a retroactive change, or an owner's voluntary change, if it is approved under a method acceptable to the FAA.

To the extent "current" maintenance manual contains the after-added ALS; using it would be acceptable, but not mandatory, as the previous revision without the new ALS would still be acceptable to the FAA – again absent an AD or other rule that would make the new ALS retroactive and mandatory.

So when a 1903 Wright Flyer comes in for an inspection, unless there's been an AD mandating the use of a newer maintenance manual or inspection program, go ahead and

Most flights go as planned with few challenges, but there are times when we really earn our money with multiple obstacles for a smooth and uneventful flight. We had one of those challenging flights in October, flying from Dallas Ft. Worth, DFW, to San Jose, Costa Rica, SJO.

SJO lies in the central plateau of Costa Rica. It is surrounded by mountainous terrain. To the northeast, Mt. Barva rises to 9,577 feet Mean Sea Level (MSL) within 10 Nautical Miles (NM). To the east, the Irazu Volcano is active, and rises to 11,457 feet MSL within 21 NM. To the southeast, terrain rises to 7,934 feet MSL within 9 NM. The Pacific Ocean is 31 NM to the west, while the Caribbean Sea is 60 NM to the east. Flying into SJO, the crew not only has to have international qualifications, they also need to be qualified for our Latin Terrain division.

Before we departed DFW, I familiarized myself with the flight plan, weather, fuel, and the terrain surrounding SJO. We had an alternate airport filed, which was Panama City, Panama, PTY, due to the weather at SJO. It had been raining there most of the day with thunderstorms forecasted for our arrival.

Once we departed, I requested SJO and PTY weather every hour for the four-hour flight. Every report indicated rain on the field with a thunderstorm nearby, and the temperature dew point spread was narrowing. What was also causing me concern was that Runway 7, the favored runway, had a tailwind. There are a few airports where we are allowed up to a 15 knot tailwind, wet or dry, and SJO was one of them. Oh, and did I mention the ceiling was only 400 feet? The one good thing was that the visibility was really good at 3 kilometers.

Before we approached the arrival, I performed a runway assessment for the conditions with a maximum 15 knot tailwind for Runway 7. The approach to Runway 25 would not get us low enough to get below the ceiling to see the airport. As I was accomplishing this task, I was also watching the lightning off in the distance that I knew was near SJO.

I was now adding up all the risks in my head to decide if I should just surrender and go to PTY. I then discussed all of my concerns with the First Officer (FO) and we agreed that we would continue on the arrival and would leave for our alternate airport before commencing the approach if either the visibility deteriorated or if the thunderstorm should move over the arrival, approach, or airport.

The next step was to brief the arrival and approach. I briefed all the surrounding terrain, the minimum radar altitudes, and the aircraft configuration along with the runway assessment. Part of the briefing involves

discussing any threats that either of us determined. The threats that I briefed were: late and dark night, terrain, thunderstorm south of the arrival and approach path, high elevation airport, tailwind, wet runway that was not grooved, temperature and dew point that were both 24 degrees, low ceiling but the visibility was still good, and the special engine out missed approach instructions. Unfortunately, the standard and special engine out missed approach instructions would put us right in the middle of the thunderstorm, so I briefed that if we had to execute a missed approach, we could avoid the terrain and thunderstorm by following one of the departure procedures.

After all the briefing formalities, Air Traffic Control (ATC) cleared us for the arrival and ILS Z Approach Runway 7. We queried the controller about the field conditions again. The ceiling was holding at 400 feet and the visibility was still good with rain. The tailwind was holding steady at just under 15 knots. As we were approaching the localizer course, the controller cancelled our approach clearance, due to Lufthansa departing on Runway 25, and instructed us to fly a 180 heading. I quickly requested the FO to not accept that, due to the heading putting us right in the middle of the thunderstorm, and to request a hold at the OTINA Intersection. The controller cleared us as requested, then wanted us to descend to 6,000 feet. Again, I quickly asked the FO to request 10,000 feet in the hold as I knew that 6,000 feet was too low for our location. ATC approved our request and we held for an approximated four turns, then we were re-cleared for the approach.

The approach went well, we broke out right at 400 feet and immediately could see the runway. I transitioned from the glide slope to the Precision Approach Path Indicators (PAPI's) and flew three-red-over-one-white as I wanted to put the airplane right on the fixed distance markers due to the conditions, since a 737-800 is not exactly a bush plane. I wasn't going for a grease job on this landing. We touched down right on the fixed distance markers and fortunately it was a very smooth landing, probably due to the wet runway. We came to a stop with plenty of runway remaining and taxied to the gate and shutdown.

You can see that with preparation we can assess the risks involved with plenty of time ahead to help us determine our options. Yes, ATC threw in a couple of surprises at us, but we knew where the weather was, where the terrain was, and where we were. It is vital to maintain situational awareness. Now, time to go to the hotel and decompress. Little did I know at the time that it was going to take me over an hour to get our crew through customs and immigration. Life of an airline pilot. ■

The One Mistake that Could Keep You from Becoming a Pilot

By Tom Winter

What is the mistake that could keep you from becoming a pilot? Asking the direct question: "How much is it going to cost?" Start with that question and the flight school or Certified Flight Instructor (CFI) will give you a number: "It will run you about X thousand dollars."

I've heard it before; I just heard it again. For the pilot wannabe who told it to me, it was a brick wall: "I don't have X thousand dollars."

It hurts to recount how many times I've heard this. Maybe you buy a jet ski where you don't have to get training, but can just zoom around the nearby lake. But the simple truth is, if you can make car payments, you can be a pilot. If you can make car payments, you can buy and own an airplane. And to spare the wallet, you can partner in plane ownership, or you can get involved in starting a flying club. I've done both.

Without any further beating around the bush, here is how you succeed at becoming a pilot: Open an account at a flight school, and pay as you go. The quicker you catch on, the quicker you're done making payments.

Another way, even better: In the 1990s, Jeff Clausen, of blessed memory, was the most savvy aviation guy around KLNK (Lincoln Airport). Any local aviation question came to Jeff, even from other people already in the business ("Should I be a certified repair station?") Back in the 90s, I caught up with Jeff at the SWT (Seward Municipal Airport) Fourth of July airshow and sought his advice about being a pilot. I was paying attention, and so I remember his exact words:

"I may be prejudiced, but buy the plane first. It will hold its value, so when you get done, you've either got your plane already or you can get your money back, so you're out nothing except for books and instruction."

This makes sense. The cost for a flying lesson is mostly renting the airplane; the poor CFI gets peanuts. This leads to the best advice I have ever given to students (I was a college professor for 45 years) who want to become a pilot and ask me: "Supposing that you decide to buy an airplane, how would a rank beginner find the way?"

Here it is: Plug into the grapevine by joining the local Experimental Aircraft Association (EAA) chapter. This is where you get to meet all the local civilian pilots, the people who have found the way, and these are the people who know the local airplanes. Personally, I would probably not be a pilot without the EAA. It was a support group!

You will meet the local pilots who have the CFI rating. In my local chapter, I got to know Jeff Clausen, and I ended up with the Cessna 150 that he had bought to teach his son to fly. What better recommendation could there be than that? It's the plane I learned to fly in, and more than 20 years later, I've still got it and I'm still flying it.

Your local chapter opens several pathways: If you want to partner in owning an airplane, this is where you go hunting; if you want to start a flying club, the chapter is the pool the club members will be drawn from. A subset of the Lincoln chapter started a flying club in 1998, and it is still going. It started, in fact with the Cessna 150 from Jeff Clausen, and being in the club, my training was inexpensive.

Partnership is another less costly way into piloting, and I've done that, too. When the club migrated to a Cherokee 180, Wally Peterson and I partnered in owning the 150. The cream of that story is that I ended up owning the club plane: When my partner lost his medical, buying his share was simply the logical thing to do.

More good advice I acted on when I was a pilot wannabe came from Roger Aspegren: "If you're going to be a pilot, you should join the Aircraft Owners and Pilots Association (AOPA)." I did, and I started with AOPA's Flight Training Magazine. I'm still in AOPA, and now benefit from one of AOPA's big projects, BasicMed.

I never asked anyone how much it would cost to go from beginner to licensed pilot. How much did it cost me? I still don't know. I do know that I managed it on the salary they paid me for teaching Latin! Good heavens, if a Latin teacher can be a pilot and own a plane, so can you! I also know that I did it for less than I would have by plugging into the grapevine, first thing. ■



PIREPS

NDOT-Division of Aeronautics
PO Box 82088
Lincoln, NE 68501

Address Service Requested

Member National Association of
State Aviation Officials

PSRT STD
US POSTAGE
PAID
PERMIT 293
LINCOLN, NE



STATE FLY-IN NOMINATIONS 2021 and 2022

DUE FEBRUARY 17, 2020

The Nebraska Aviation Council
is seeking nominations. Letters
have been sent to each airport.

Online nomination forms can
also be accessed at
nebraskaaviationcouncil.org

For additional information, please
contact Diane Bartels @ 402-429-3342
or DBSharpie@aol.com

Events Calendar

January 22 - 25, 2020
Nebraska Aviation Symposium
Kearney, Nebraska

February 23, 2020 - 1:00 p.m.
Annual Winter Soup Fly-in
Harlan Iowa Airport (KHNR)
*Sponsored by the 8-Ball Aviation Club
of Harlan*

June 26 - 28, 2020
Midwest Aerobatic Competition
Seward Municipal Airport